

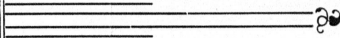
THE DELAWARE AND HUDSON COMPANY BULLETIN



*The
Dutch*

DECEMBER 15, 1926

IN AU SABLE CHASM



The Unbroken Song



*I HEARD the bells on Christmas
Day,
Their old, familiar carols play,
And wild and sweet
The words repeat
Of peace on earth, good-will to men!*

*And thought how, as the day had
come,
The belfries of all Christendom
Had rolled along
The unbroken song
Of peace on earth, good-will to men!*

HENRY, WADSWORTH LONGFELLOW



*The
D.H.*

The
DELAWARE AND HUDSON COMPANY
BULLETIN

*The
D.H.*

Vol. 6

Albany, N. Y., December 15, 1926

No. 24

'Twas Different Long Ago

Long Hours and Hard Work at \$35.00 a Month Filled the Life of Train Service Employees in the Day When William Scripture Started With the Company

TO start out of Saratoga Springs every morning at 6:30 o'clock with a crew of two or three other trainmen to take care of six or seven "peddlers" on the way, arrive at North Creek, fifty-seven miles distant, most any time between 2 and 5 o'clock in the afternoon, make a turn and then start back home, arriving there between 10 and 11 o'clock, was the kind of a job that WILLIAM E. SCRIPTURE, of No. 26 Lincoln Ave., Saratoga Springs, N. Y., a retired trainman, had back in what he and other railroad men of the "old school" recall as the "good old days" of railroading. And for such work he was paid at the rate of \$35 a month. He retired from the service, on pension, February 1, 1922, thereby bringing to a close a continuous service of forty-one years, the first few of which were spent in the employ of the Adirondack Railroad Company on the line that is now our North Creek branch.

He is every bit a railroad man. Nothing will ever steal from him the pleasant memories that on many occasions now carry him back over a career that he in no way regrets. Six feet one inch tall and angular—he never weighed more than 160 pounds—his

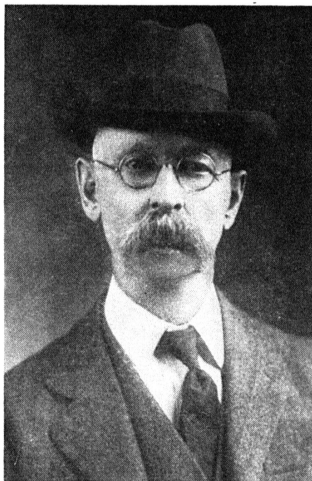
familiar figure long will be remembered by his associates on the Saratoga division. Since he left the road, he has spent some of the winters at Nassau, Bahama Islands, where he has been employed in a hotel. Speaking of this

experience, he has this to say: "They ask me how I like hotels and I tell them I would rather have a good string of box cars any day than all their hotels." That statement evinces his fondness for the railroad.

Injuries suffered while switching at Ballston Spa, on January 20, 1921, hastened his retirement. Otherwise, he might still be at work. "You bet I'd stayed just as long as I could," he declares when speaking of the misfortune, and adds: "If I don't hear the engine whistles every so often I'm lost."

With enthusiasm that is tinged with pride, he recalls that "the first money I ever earned was for carrying water while they were laying the iron and grading the road from The Glen,

north." He was only ten or twelve years old, then, and the contractor dared not pay him his wages of a dollar a day but turned them over to his father for him. At other times, during the summer months, he worked for neighboring



WILLIAM E. SCRIPTURE

The Delaware and Hudson Company Bulletin

farmers in the vicinity of his home at The Glen, and in winter attended school.

As a boy he became well acquainted with the train crews that ran between Saratoga Springs and North Creek and so had little difficulty in entering the service when he made up his mind to do so. Among these acquaintances which he prizes most highly even unto this day, were such men as Ben Harrington, Wesley Moore and Phil Whitaker, all of whom at one time or another were conductors, and others.

Then came the day when he became one of the growing army of railroad workers. It was on February 1, 1881, and he remembers it as well as if it were only a day or two ago. With Harrington and a train made up with links and pins and controlled by hand brakes, he made a trip as a brakeman from Saratoga Springs to North Creek and return behind a woodburner.

In after years the greater part of his work was done on the North Creek branch, and with Phil Whitaker, although he worked at one time on the Blue Mills job between Saratoga Springs and Schenectady and Mohawk, and did some running to Albany, Whitehall and Rutland. At one time he also ran as an extra conductor.

He recalls that in the earlier days of his career a train of fifteen or sixteen cars was considered exceptionally long and was a point of conversation among railroad men for quite some time. But with the development of the country traversed by the North Creek branch, which came rapidly following the advent of the railroad, longer and heavier trains became commonplace. When he first began to run over the branch there was only one small paper mill along the route and the train crews hardly knew what pulp wood was, he says, in comparing that period with the present. Now the paper industry is the largest of any along the branch. So, too, developed many of the towns which are largely of the summer resort type.

Practically his entire life has been spent in Saratoga Springs or vicinity. He was born at Athol, near Thurman, February 18, 1855, and was the second oldest and now one of three surviving members of a family of four sons and three daughters of the late Stephen W. Scripture, a farmer. Mrs. Scripture, nee Johanna Hayes, died last March. They had been married twenty-four years.

He is a charter member of the Brotherhood of Railroad Trainmen of the lodge that years ago was organized at Mechanicville, but which was later transferred to Saratoga Springs. He is a member, also, of St. Peter's Roman Catholic church of his home city.

Best "On Time" Record

PASSENGER Train Delay Bulletin No. 222," recently issued by the Public Service Commission of the State of New York for the month of September, last, is largely a tabulation of figures, but it contains much information of particular interest to all of us, nevertheless. It is essentially a record of all passenger train movements within the State for that period and contains, also, a classification of the causes of all delays, of which there were thirteen. The total number of trains accounted for is 73,670.

It is proper that we should feel proud of our record for it excelled that of any other Class One railroad in the State. Out of a total of 4,003 passenger trains, 3,758, or 93.9 per cent, were on time. The "average lateness per train run" was 1.4 and the "per cent of lost time made up" was 36.7.

As between divisions, the Pennsylvania division is credited with the best performance. Of 118 trains operated within the State of New York, 99.1 per cent were "on time." The Susquehanna division with 952 trains, of which 97.4 per cent were on time, was second; the Saratoga division with 93.8 per cent of 2,125 trains "on time," was third, and the Champlain division was fourth with 89.1 per cent of its 808 trains "on time."

The thirteen causes of delay are described as: Engine failures, other equipment failures, wrecks, unfavorable conditions of track, waiting for trains on other divisions, waiting for train connections with other railroads, meeting and passing trains, signals, trains ahead, waiting for orders, train work at stations, weather, and power off. Passenger trains arriving at terminal not over five minutes late are considered on time.

A Christmas Thought

IN the glow of the Christmas fire the man who has made a fortune without making friends is a tragic failure, and the woman who has won the place and power she saw shining with delusive splendor on the far horizon and missed happiness faces one of life's bitterest ironies.—HAMILTON W. MABIE.

How the Crane Grew Up

Interesting Bits of History Associated With the Evolution of the Crane, from Pyramid Days Down to the Present, Are Here Related

Text and Illustrations by Courtesy of the Industrial Works, Bay City, Mich.

W E marvel that the pyramids were ever built. A credit to modern construction with all its mechanical aids, and yet built five thousand years ago—fifty centuries—with nothing but individual man power. Powerful cranes were unknown, of course, but the huge blocks of stone, weighing from two to sixty tons, were handled. Man was forced to develop his own power, without even the assistance of a derrick, winch, or block and tackle. Yet these pyramids stand today as silent monuments to these early men of industry and they bear tragic testimony to the hardships endured.

Although equipment was lacking, men were plentiful, thousands of prisoners of war being enslaved by the victorious Egyptians in their various combats. The Egyptian kings were cruel taskmasters, ambitious to build huge tombs as monuments to perpetuate their greatness, and they were totally indifferent to the feelings of their prisoners. Natives were forced into bondage and made beasts of burden, that the ambitions of these kings might be realized. Placing the huge stone blocks of the pyramids was simply a matter of a sufficient number of men. From what meagre information there is available as to the methods used, we are indebted mainly to Diodorus (40 B. C.).

The road leading up to the site of a pyramid was made fairly smooth with stone paving blocks. Ropes were then fastened to the stone block which was to be hauled up the incline to its position in the structure. Hundreds and possibly thousands of men were arranged in

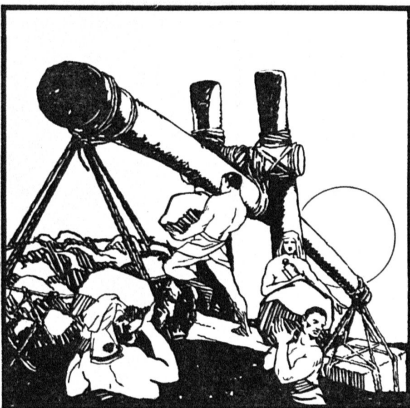
files, each file with its own rope. In order to ease the task somewhat, water and oil were poured on the wooden runners under the load, while pinch bars were used to get it started and to assist it over the rough places on the inclined roadway.

But this is not all. As the work progressed, the mammoth stones must be placed higher and higher, until finally they had to be raised two hundred or more feet above the ground. To do this, huge mounds of earth were built, forming inclined planes. Picture for a moment the thousands of men in long files, straining every sinew in their bodies, perspiration coursing down their faces and backs, muscles bulging as they exert every ounce of energy in them. This, day after day for years, under lashes and curses of the slave drivers.

It is difficult for the mind to grasp the amount of human labor that is concentrated in even one pyramid of Cheops at Gizeh, completed 3733 B. C. It is nearly 756 feet square, is 451 feet high and is composed of 206 courses of limestone that vary

irregularly from four feet, ten inches to two feet two inches in height. The blocks of stone in the mass vary in weight from two to sixty tons, and 100,000 men were employed for twenty years in placing them.

Compare this with the ease with which the same task could be completed with a modern locomotive crane. How easily one of these huge stones could have been lifted, hauled to the pyramids and placed in position. The whole process would have



The Shadoof



Block and Tackle

required a crew of less than half a dozen men and would have consumed only a fraction of the time which history shows was actually taken.

If we have interpreted correctly the description given by Herodotus, the ancient Egyptians did use a very crude form of crane for handling some of their stones, for he says "a machine made of short piece of wood" was used. The most noted authorities believe that this machine was used for placing the casing stones on the pyramids, according to "The Mechanical Triumphs of the Ancient Egyptians," by Commander Barber, U. S. N. This contrivance has been named the "Shadoof," and it has been used in Egypt for probably fifty centuries.

In this machine, the load was attached to one end of a beam while a rope basket was fastened at the other end. Laborers picked up heavy rocks, carried them up the incline and put them in the basket. They continued this until the weight of the rocks overbalanced the load and thus forced it upward. After the load was swung around, placed in position and unfastened, the rocks were removed from the basket so that the beam lowered and the same operation could be repeated. The "shadoof" was the prehistoric ancestor of the modern locomotive crane and it was indeed a marvelous machine for its time.

The Hindoo "Picotah"—another form of ancient crane—was used for lighter work, such as lifting water out of wells. This

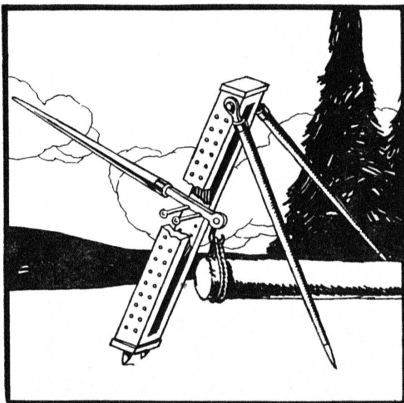
was operated by a man walking back and forth.

Later, prior to 500 B. C., some unknown genius conceived the "Par-buckle." This was used by Paeonius, the Greek architect, in building temples. The heavy building stones were padded with pieces of wood so as to make rolling cylinders. Ropes were passed around each of these, one end fastened to a "dead man," and the other end pulled in by a gang of men. More than twice the load could be handled with the same number of men than by a direct pull and much the same device is now used to handle loads by hand that are too heavy for direct lift.

Archytas, a disciple of Pythagoras, is credited with having invented the single pulley about the same time. Previous to this, ropes on sailing ships were run through rings at the top of the mast and naturally this caused wear and friction. The single pulley was a decided improvement.

Archimedes, who lived about 200 B. C., was also a pioneer in mechanical engineering. It is believed that he developed the single pulley of Archytas' into the block and tackle, having a number of pulleys and a number of parts of hoisting rope. This enabled him to lift much heavier loads than was possible with the single pulley. His block and tackle was largely used for handling

(Continued on Page 10)



Lever Hoist

Just A Big Family Party

That's What the Seventh Annual Get-Together Meeting of Saratoga Division Officers and Employees Appeared Like and Actually Was

GENERAL Order No. 1, Saratoga Division, was issued on November 18, last. It was appropriately drafted as a part of the program for the Seventh Get-Together Meeting of Saratoga Division Officers and Employees, and will be pleasantly remembered by upward of 350 people. But as unique and entertaining as its provisions were found to be, it was only one of the many features that contributed to what is now being recalled as the best event of the kind yet held.

Early in the afternoon, or soon after the arrival of Trains No. 2, from the north, and No. 3, from the south, the party began to assemble in the Casino, in Congress park. Cards and music by Howland's orchestra, led by FRANK HOWLAND, assistant baggagemaster at Mechanicville, were on the program for the next few hours preceding the arrival of those who could be present during the evening only, when the gathering attained its greatest size. Soon, between twenty-five and thirty tables of euchre, bridge and five hundred were the centers of happy groups, the members of which were either lauded or upbraided by interested onlookers according to the manner in which they played.

Prizes of value were offered the winners in each event and were awarded as follows:

Bridge—Ladies' first prize, table scarf, Mrs. A. Caliconi, Corinth; second, perfume dropper, Mrs. F. R. Griffin, Watervliet; third, vanity set, Mrs. F. J. Forster, Albany. Gentlemen's first prize, silver belt buckle, Fred W. Ide, Corinth; second, leather card case, R. C. Lamb, Jr., Saratoga Springs; third, necktie, Andrew Caliconi, Corinth.

Five hundred—Ladies' first prize, hand bag, Mrs. F. A. Greenwood, Mechanicville; second, silk hose, Miss Cetrude Bodkin, Mechanicville; third, perfume, Mrs. Anna C. Train, Hudson Falls. Gentlemen's first prize, silver belt buckle, T. J. Welch, Mechanicville; second, card case, J. D. Curtis, Saratoga Springs; third, necktie, F. A. Greenwood, Mechanicville.

Euchre—Ladies' first prize, silk scarf, Mrs. T. E. Welch, Mechanicville; second, silk hose, Mrs. V. Van Bergan, Green Island; third, table mats, Mrs. F. Howland, Mechanicville. Gentlemen's

first prize, cuff links, L. A. LaLiberti, Green Island; second, gloves, Peter Heffern, Green Island; third, safety razor set, Maynard Jones, Corinth.

Non-players' prizes were also awarded as follows: First, scarf, Mr. Snow, Saratoga Springs; second, perfume, H. I. Loveland, West Rutland; third, silk hose, D. Carey, Mechanicville; fourth, scarf, Marion Angst, Albany.

Other prizes given out during the evening were a six-tube and a four-tube radio set which went to George B. McGregor of Rutland, and Albert Newham of Mechanicville, respectively. Miss Mabel Francis and Thomas J. Halpin, of Albany, were other prize winners.

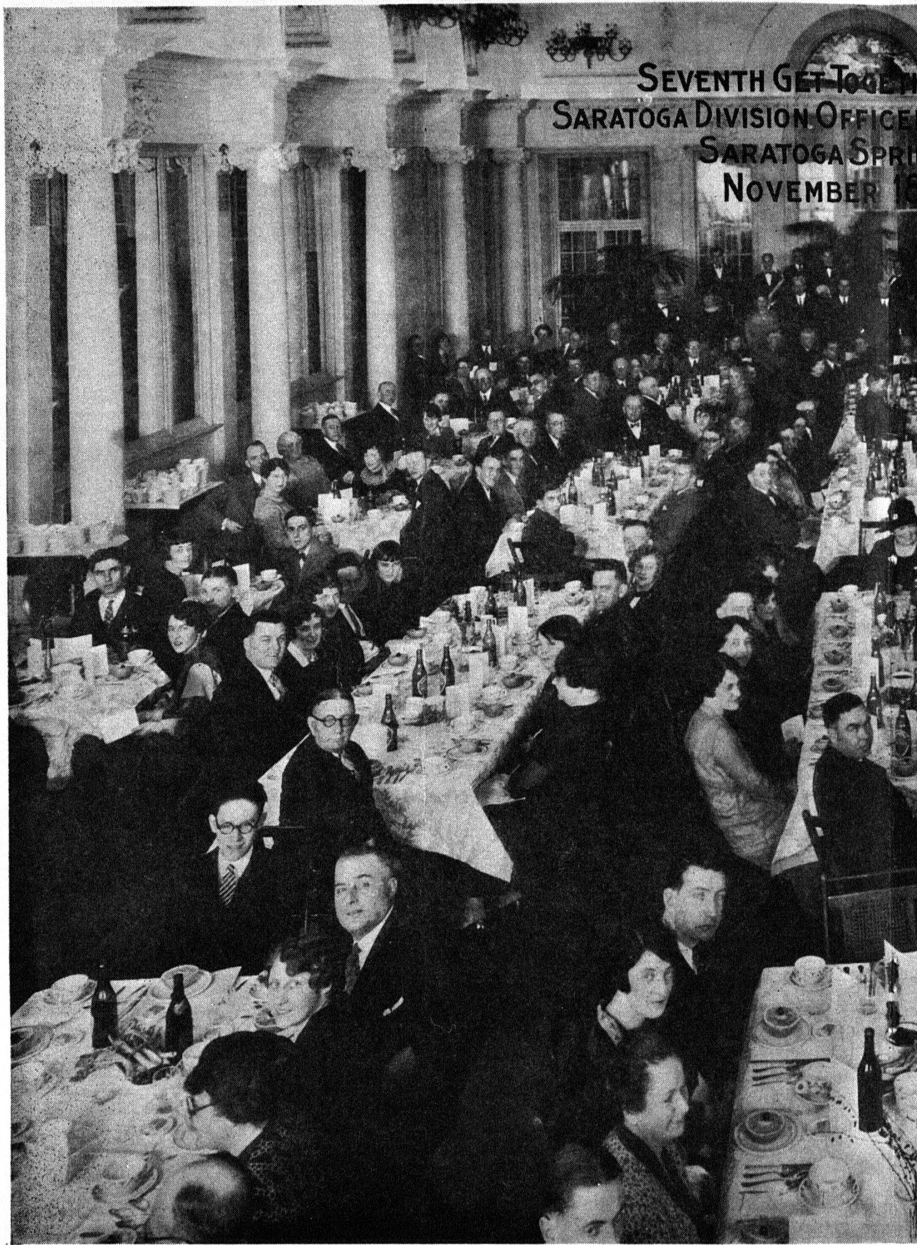
At 7 o'clock, a turkey dinner served by Saratoga Court, No. 55, Order of the Amaranth, inaugurated the evening festivities. The ball room of the famous building, still clinging to its elegance of another day when its frequenters included only the wealthy and fashionable, soon took on the appearance of a home-coming or house-warming party. Each table was graced by the smiles, the lively talk and hearty laughter of happy people and so the hour passed all too quickly, indeed.

Other get-togethers of these folk in the past have been marked by the splendid arrangements made for their entertainment. On each occasion it has seemed as though the work of the committee had been as well planned and as well carried out as could be expected. But the smoothness with which one feature succeeded another, this year, and the utter absence of confusion, won for its promoters the hearty commendation of all.

The ladies serving the dinner also were well organized for the task and their service was deserving of the highest praise. They were kept just about as busy as people can be and yet maintain a quick presence of mind. With dispatch and the finest of courtesy they attended to the needs of all and so added their bit to the wealth of pleasure that crowned the afternoon and evening.

Grape fruit, tomato boullion, saltines, olives, pickles, roast turkey, mashed potatoes, gibel

SEVENTH GET TOGETHER
SARATOGA DIVISION OFFICE
SARATOGA SPRING
NOVEMBER 1960



TOGETHER MEETING
OFFICERS AND EMPLOYEES
SPRINGS, N.Y.
OCTOBER 18, 1926



The Delaware and Hudson Company Bulletin

gravy, dressing, peas, cranberry jelly, rolls, Neapolitan ice cream, assorted cakes, coffee and "your fill" of Geyser and Vichy spring waters were the menu they served. Saratoga Springs without its mineral waters wouldn't be Saratoga Springs at all and the guests were, indeed, indebted to the Saratoga State Water Corporation and the Saratoga Vichy Spring Company for the waters provided with their compliments.

As a dinner favor each lady received a lady's theater purse and each gentleman a combination key and pocket knife wallet made up in leather.

Following the dinner and after the tables and chairs had been removed from the great hall those who chose to dance and many others joined in the Grand March which was led by J. E. FAIR, HEAD, division superintendent, and Mrs. Grant Gould of Cohoes. As the column neared the rostrum where the orchestra was seated amid a profusion of palms and ferns, Mrs. Gould was presented with a handsome bouquet.

With the ending of the march, General Order No. 1 became effective. It provided for no less than sixteen trains, running on fast, slow and special schedules, with gentlemen as conductors and the ladies as passengers. The first of these was the Saratoga (Special) fox trot and in turn came the Cavanaugh (Race Train) fox trot, the Montreal (Limited) fox trot, the Round Lake (Conference Special) waltz, the Albany (General Office) fox trot, the Whitehall (Garden City Special) fox trot, the Cannon Ball (Fast Freight) fox trot, the Glens Falls (Special) waltz, the R. & S. (Special) fox trot, the Collar City (Troy Special) fox trot, the 1400 (Horatio Allen) fox trot, the Riverside (Summer Camp Special) waltz, the General Manager's (Special) fox trot, the No. 35 (Summer Paradise) fox trot, the Lake George (Special) fox trot, and the D. & H. Special (Blues) waltz. Each train was well patronized to the extent that extra sections of each were required. This was due in no small way to the excellent music and the willingness of the orchestra to give the dancers just as much music as they needed to satisfy their fancies.

Among those who might be counted as visitors were to be noted A. J. Woodward, president of the village of Whitehall, Dr. and Mrs. W. E. Sillocks of Green Island, and F. J. Scully, superintendent of the Greenwich and Johnsonville railroad.

Shortly after 1 a. m., the general exodus for home began. Those from the north returned on Train No. 7, while those from Albany and intermediate points enjoyed the convenience of a

special train furnished through the courtesy of the Management.

The committee, headed by C. H. Kemp, division agent, as chairman, and C. W. Anthony, chief clerk to the division superintendent, as secretary and treasurer, and those making up the party acknowledge their indebtedness for these and other favors and to those merchants whose contribution of prizes helped so materially to make the "get-together" a success. The names of these contributors occupied a conspicuous place in the program for the evening.

How the Crane Grew Up

(Continued from Page 6)

the sails, and possibly for some of the heavier pieces of cargo.

It was Archimedes who said, "Give me a place to stand and I will move the earth." This remark is supposed to have caused Hero, King of Syracuse, to request Archimedes to illustrate his contention that a very great weight could be lifted by a very small force. While full details of the demonstration are lacking, it is supposed that a crude form of block and tackle was used by which a large and heavily laden ship was hauled out of the water onto dry land on a "marine railway."

The early Romans were very well acquainted with the block and tackle, using it extensively in their construction work and in their military operations. They even had a crude form of derrick, called the *corvus*, on their fighting vessels. It consisted of a ladder hinged at the lower end to the mast so that it would be swung out over an enemy vessel. At the walls of their military fortifications a similar device was used to place soldiers outside a wall when they were ready to make an attack on the enemy.

In Commander Barber's book is shown a reproduction of a sculpture of a Greek or Roman tomb built about 40 B. C., the original of which is now in the Lateran museum in Rome. It may have been on the tomb of an architect, since it portrays an ancient form of derrick used in the construction of temples. The device even had a treadmill for turning the hoisting drum. This sculpture is doubtless the earliest direct evidence of the use of the block and tackle, and it carried the name of "polyspaston," meaning many pulleys.

(To be concluded in Next Issue.)

Applicant (at railroad office)—I'm looking for a job.
Clerk—We don't need any help.
Applicant—I won't be much help.

More Business and More Trains

Employees Can Aid In Securing Passengers and Freight And By So Doing Will Promote Their Own Interests; Read How A Section Foreman Did It

GETTING the business" is what keeps our trains running. It keeps us employed and keeps our wages up where they are. "More business and more trains," therefore, might well be made an employee slogan. Anything, in fact, that we may do to increase the business done by our Company is in protection of our own interests. Automobile, canal and river carriers—and not far off, the aeroplane, perhaps—are bidding for the business that is providing us with the comforts and necessities of life and every passenger and every package of freight lost to these competitors weakens the railroad structure.

Our Company employs a corps of trained solicitors who devote their entire time and study to obtaining the business to be had in the larger commercial centers served either directly or indirectly by our road. Their task is anything but an easy one as will be appreciated by those who have read the article on "Competitive Conditions in Chicago," by J. A. FLANDERS, general agent, which ran in the last two issues of *The Bulletin*. But despite the brisk competition, these "go-getters" continue to secure freight and passenger business nevertheless, and thereby contribute to the prosperity of the Company and its employee family.

But our corps of untrained solicitors is much larger. It includes every man and woman on the property and to them falls the duty of picking up the odds and ends of the freight and passenger business. Their relatives and acquaintances are all potential patrons. Just a word to them, spoken in the same way that a clerk in a store would invite you to trade with his or her employer or would recommend to you some article on sale where he or she is employed, may secure the business that is going to some competitor. Just so long as solicitation is carried on along legitimate lines its competitive aspect is unquestionable. If new business is to be had it belongs to us if we can get it. We want it; we need it.

Recently in a talk to the members of The Delaware and Hudson Veterans' Association, GEORGE E. BATES, assistant to the vice president for industrial development, told them that the Company welcomes their cooperation in securing new business. Even though already in possession of

the information they may send in, the officials will appreciate their interest nevertheless, he said, and explained how they might learn of some contemplated building or other program in their locality that would call for the transportation of material or people which business might be secured by our Company if its officials had an opportunity to bid for it.

But our reader may declare that it is beyond his or her power to influence people in this way. Let's see if this is so. Recently the *Rock Island Magazine* featured a section foreman who realized that his Company was not getting the business developing along that part of the road where he was employed. He might have bemoaned the fact and charged the failure to his superiors. But he did neither; he realized that his position in which he holds a number of years' rights depends entirely upon the prosperity of his employers. So he went after the business he could see going to others, and got it. The story of his initiative and perseverance is most interesting. In substance, it is as follows:

"DOWN on the St. Louis-Kansas City Terminal Division, Section Foreman Votaw has put on a campaign in his home town, and on a blind siding three miles east, both of which are non-agency prepay stations. As a direct result of his efforts there have been shipped from the two stations a total of twenty-five cars since January 1, 1926. Twenty-two of these cars contained wheat, and compared with a record of the last few years, it is exceptionally good, because not a car of wheat left these two places in 1925.

"However, early this spring Votaw made up his mind to get some of this season's wheat crop and started a quiet little canvass among his farmer friends, along the line near his section. Some said they would rather wait until threshing time, and some told him all right, they would ship over his line. There was nothing definite about any of the promises, but when threshing time arrived and the threshing rigs were pulling into the wheat fields, Votaw got busy. He cranked up his 'fliver' after the day's work on the section and started the rounds to the neighboring farms. He found that officials of com-

(Concluded on Page 13)

The Delaware and Hudson Company BULLETIN

Office of Publication :

DELAWARE AND HUDSON BUILDING,
ALBANY, N. Y.

PUBLISHED semi-monthly by The Delaware and Hudson Company for the information of the men who operate the railroad, in the belief that mutual understanding of the problems all have to meet will help us to solve them for our mutual welfare.

Permission is given to reprint, with credit, in part or in full, any article appearing in THE BULLETIN.

Vol 6.

December 15, 1926

No. 24

*Don't look for the flaws as you go through life,
And even if you find them,
It is wise and kind to be sometimes blind,
And look for the virtues behind them.*

Don't Depend On Aphorisms

LESS time given to exhortation on the benefits of teamwork and more devoted to the development of it through careful training, will bring about desired results much quicker. To rely altogether upon the use of aphorisms is not enough; round-table talk is better. Gang leaders, foremen, the heads of departments and others held responsible for the acts of groups of men and women, who can sit down with them and talk over the work of the day, work planned for the future or the relation of their group or department and its work to the organization as a whole, can accomplish more than those who rely altogether upon preaching. Take a lesson from our army.

The army, in principle, is a school. It aims at teamwork and realizes it. The recruit is carefully coached and drilled until he may enter the squad and function with it without disorganizing its movements. In the same way the squad is trained for its place in the platoon, the platoon to take its place in the company, the company to take its place in the battalion, and so on. All along the one goal is teamwork. The instructors, the non-commissioned and commissioned officers, are men trained in the art of showing other men the way. They are leaders. The corporal sits down with his squad, or takes it out on the field, and explains and demonstrates to it the things it should know in order that it may enter the

maneuvers of the platoon with understanding. This same instruction goes on in precisely the same manner in all the various units until, at last, every man in a division will do the same thing in the same prescribed manner at a given command. No army was ever trained through the use of aphorisms alone.

In many respects, a railroad organization may be likened to an army. In it we have, instead of non-commissioned and commissioned officers, gang leaders, foremen, the heads of departments and officers of even higher rank. It is their ability to instruct and point out the way to their subordinates that determines the degree of teamwork they are able to develop. Teaching, not preaching, is what is needed. Aphorisms may inspire, but coordination of effort—teamwork—is the result of intensive training, alone.

Forced To Abet Competitors

PLANS to keep certain highways open for automobile travel this winter are being made in some sections of the country. This is a modern idea. Improved modes of travel have suggested it. And, really, it is a fine thing.

Tax moneys will be used to defray the expense. If the experiment is a success, more mileage will be added another year, it is fair to surmise. This will require more money than that asked for this year. A jump in taxes would then be a natural consequence.

Upon the railroads, now sadly tax ridden, will fall a proportionate share of this new burden. Thus they will be forced to abet their competitors—the bus and truck operators, and the owners of private cars might also be included in this category—in continuing their operations the year round.

Is there justice in this? Out of their revenues the railroads have always borne the expense of keeping their lines open during the winter months in order that they might serve the public with safety and dispatch. Were tax moneys ever voted for their aid? Never!

If we are ever to enjoy life, now is the time—not tomorrow, nor next year, nor in some future life after we have died. The best preparation for a better life next year is a full, complete, harmonious, joyous life this year. Our beliefs in a rich future life are of little importance unless we coin them into a rich present life. Today should always be our most wonderful day.—THOMAS DRIER.

The Philosophy of Francis Bacon

IN a recent book by Dr. C. D. Broad, entitled "The Philosophy of Francis Bacon," he reviews the work of this eminent scientific thinker. He points out that his activities divide into three quite distinct fields, which he identifies as follows: Did Bacon discover those physical facts and theories that form the basis of modern science? Does modern science derive its general methods and outlook from Bacon? Did Bacon discover and state explicitly the methods and principles of scientific research?

As regards the third question, Dr. Broad thinks that the honors of stating the methods and principles of science must be shared pretty evenly by Bacon and Descartes. In particular, Bacon's discussion of the causes of human error is more profound and comprehensive than that of Descartes. The causes of human error are to be found in the "Idols of the Tribe," the "Idols of the Marketplace," the "Idols of the Cave" and the "Idols of the Theatre."

In the "Idols of the Tribe" Bacon includes the human tendency to impose one's own ideas of order, fitness and simplicity on external nature. It is evident that this warning must be carefully interpreted. From one point of view modern mathematical physics is an exhibition of this particular vice. As Fresnel said, nature takes no account of analytical difficulties, and yet every physicist, in practice, thinks that the simpler solution is the truer. But from this vice, if it be one, we cannot escape except by abandoning science altogether.

Another idol of the tribe is the tendency to ignore all facts that conflict with one's existing beliefs. Scientific men are probably comparatively free from this particular vice, unless it should turn out that spiritualists are justified, but it is obviously rampant amongst politicians and sociologists. The idols of the market-place include the associations we attach to current words and phrases.

Our ancestors had many false theories and inappropriate conceptions, which have become, as it were, embedded, in the language. This is a very real source of error. It is probable, for instance, that many theories of aesthetic come from the historic accident that the word "beauty" exists, the result of imperfect analysis. One is tempted to suppose that because there is a name for something the something must exist. Amongst the idols of the cave are those sources of error peculiar to the individual. As an example, Doctor Broad instances the late Lord Kelvin's inability to ac-

cept any physical theory that could not be represented by a mechanical model.

The fourth group of idols, the idols of the theatre, consists of false systems of natural philosophy. Such systems cannot be completely erased from the mind, but they can be overlaid by true philosophy. Bacon imagined, of course, that he had discovered this true philosophy. He identified it with his method of inductive reasoning.

More Business and More Trains

(Continued from Page 11)

peting railroads were also out in the fields soliciting the wheat and putting up a very attractive proposition to those who had grain to ship.

"At the first machine where Votaw stopped the farmers told him they would like to help him but the other road had offered to fix up and cooper all the grain cars free of charge, which would save the shipper a lot of work. But Votaw was alert and told the shippers to 'bring on the wheat,' that the cars would be coopered, cleaned, and ready. He next got in touch with the chief dispatcher and agent at the next station east, giving the order for the number of cars he needed.

"He then kept in touch with the shippers, giving them prompt service, and in this manner made some good friends for the company. It took much of his time to do this, in fact, all of his spare time and most of the time on Sundays, but he accomplished what he started out to do.

"Had Votaw hesitated and waited until he could have gotten in touch with the proper executives, after the farmers had put it up to him about coopering the cars, the company would have lost this wheat movement. Or had he said to himself, 'If I cooper those cars it will make a lot of work and we already have plenty to do on the section,' there would not have been such a story to write. But he realized his section men were with him, and this is just another proof that employes can go out and make their own opportunities to get the business. That is what Votaw did when he started out among the threshing machines drumming up some business."

Three Pensions Granted

Pensions recently have been granted by the Board of Managers in favor of the following employees: Robert J. Wilber, No. 68 Church Street, Oneonta, N. Y., car repairer helper; Charles E. Coomes, No. 837 Fifth Avenue, Troy, N. Y., crossing flagman; and Myron S. Morse, No. 50 Burnside Avenue, Oneonta, N. Y., locomotive engineer.

Uncle Sam Exposes "Cure-All" Frauds

NOT all advertisements are deceptive, but recent action on Uncle Sam's part in exposing certain frauds has made it plain that the swindler finds newspaper and magazine columns excellent avenues through which to reach the reading public. Possessed of this knowledge the reader of advertisements may well proceed with caution. Display lines that appear over-worked or over-zealous in their appeal to the vanity of human nature may properly be regarded with suspicion.

Who will soon forget the bold appearance of Silph Chewing Gum advertising, or of Dr. Folt's Soap which would "take off a double chin," or of La-Mar's Reducing Soap that would "wash away pounds of fat?" And then there was the "new French discovery," San-Gri-Na, highly recommended by 'Madame Elaine,' Sangra Bath Salts, and other nostrums which their advertisers asserted would work miracles in altering the physical make-up so that it would conform with the coveted ideas of those who were displeased with their size or contour of body. Obesity was the vulnerable point at which the sponsors of these fake remedies aimed.

Uncle Sam, in his investigation, found that the La-Mar Laboratories of Cleveland, O., did not exist at all, but that the La-Mar Reducing Soap and companion remedies were being marketed by H. J. Brown, an old offender, and his wife, both of Cleveland. Brown previously had mulcted the public through the sale of a "cure" for the liquor habit that could be given without the knowledge of the afflicted person, and had also sold another "cure" for the tobacco habit. Neither was of any value whatsoever and the quantity that in either case retailed for one dollar actually cost but a few cents. When interrupted by Uncle Sam's inquisitiveness, Brown was spending \$120,000 annually on advertising and was receiving, in return, between \$125,000 and \$150,000 from a gullible public.

In locating the Scientific Research Laboratories another myth was exposed. This was found to be simply a trade name, among others, used by one W. E. Learned. It was he who created the slogan, "Chew Silph Gum and be Sylph-Like," with which to boost the sale of Silph Chewing Gum. Silph Chewing Gum and San-Gri-Na were Learned's products and, although sold from different addresses, came from the same office in a building that faced on two different streets.

They were essentially of the same composition, also, and although advertised as containing no thyroid or dangerous drug each actually contained both. To Learned also may be credited two other fakes—Dr. Folt's Soap and Sangra Bath Salts. His French formulae, his French chemists, and his "Madames," who recommended his products so highly, were all mythical. One "Madame Elaine" was none other than a young girl in his employ.

Learned's "Sangra Bath Salts" were, in reality, epsom salts and the seven-ounce package for which he received \$1.50 could have been bought over any drug store counter for a few cents. Just so with his Dr. Folt's Soap. It was made from fat, as are all other soaps, and contained small amounts of iodide. Artificial coloring rid it of a commonplace appearance.

Obesity is not regarded by the government as a disease and substances sold for its cure do not come under the classification of drugs as established by the federal food and drug act. There is no law, therefore, to prevent quacks like Brown, Leonard and their ilk from continuing to carry on their fraudulent business through ordinary retail channels. Sale of their nostrums direct to the public, through the mails, alone may be forbidden.

Should in the future such advertising as this come to the attention of our readers, they may be guided by a well established axiom that "there is no substance that, when put into the bath water or when rubbed on the surface of the body, will reduce weight."

Look back down the roadway of life over which you have passed, and you will smile at the pebbles in the road which looked like mountains until you have passed them.—Exchange.

INSURANCE CLAIMS PAID NOVEMBER, 1926

Death benefits	- - - -	\$6,000
Health benefits	- - - -	6,642
Accident benefits	- - - -	503
Accidental Death and Dismemberment benefits	- - - -	2,000
Total and Permanent Disability benefits	- - - -	415
Total benefits	- - - -	\$15,560

Clicks from the Rails

Erie Agents to Pay Benefits

The Erie Freight and Ticket Agents' Association at its annual meeting in Huntington, Ind., recently, decided upon the payment of \$500 to the beneficiaries of deceased members. The Association has also approached the management of the road upon the question of pensions for its members, but the subject was not again brought up at the meeting. Forty members have died since 1908, when the Association was organized, and for these a memorial service was held and similar tribute will be paid at each subsequent November meeting. The officers of the Association are B. R. Parks of Chicago, president; John Ramsey of Weehawken, N. J., vice-president; and E. R. Allen of Jamestown, N. Y., secretary.

Railroads Must Earn Profits

The railway companies have met admirably the demands made on them by the development of business in their areas since the war. They have been able to do that by the adoption of efficiency methods and the bettering of their equipment. But there is a limit to what they can expect to do without large outlay for increased facilities. Business continues to expand and the roads must be prepared for further demands on their facilities. If they are to function as they are doing they must be permitted to earn profits that will attract capital and make it possible for them to keep pace with the requirements of the territory they serve.—*Denver (Col.) Times.*

Employees Average 37 Years

Six men in the operating department of the Frisco Lines now running the daily mixed train from Springfield to Chadwick, Missouri, have been in the Frisco service averaging thirty-seven years each. The engineer and conductor have been forty-five years with the Company, while the fireman, with the lowest record, has nineteen years of service to his credit.—*The Executives' Magazine.*

Druggist to worried clothing merchant: "Something to kill moths, sir? Why don't you try moth balls?" Merchant: "I did, but I didn't have any luck. I can't throw straight enough."—*Business.*

A New Steadying Influence

By establishing an unparalleled record for efficiency in the movement of freight during the past few years, the railroads have made it possible for distributors to operate confidently on smaller inventories—and there you have the explanation of the continuation of the current, or so-called "hand to mouth," buying which first became markedly noticeable during the scare following the 1920 crash. As a result, not only do we have a new steady influence generally helpful to business, but immense sums are released which were previously tied up in the larger inventories. Perhaps the latter of these two important developments is even a factor in the present plethora of money responsible for the current low money rates so stimulative to business activity! At any rate, the business men of the country owe the railroads an immense obligation in this general direction.—*From System, the Magazine of Business.*

Woman A Station Porter

Wearing a red leather cap with a brass plate denoting her occupation, and carrying a stout strap over her shoulders for buckling burdens to her body, Emilie Hase, fifty-seven years old, is competing with fifteen other porters for the business of railroad patrons at the Zoological gardens station in Berlin, who need assistance in the handling of their luggage. For more than twenty years she has followed this occupation. Previously she had sold newspapers but climbing stairs became too much for her and she gave it up.

Railroad Density in Iowa

Iowa is particularly fortunate in the amount of railway service it has available, according to an address made by P. H. Waldorf, Illinois Central trainmaster at Council Bluffs, and reported in the November issue of the *Illinois Central Magazine*. Iowa has one mile of railroad for every 246 persons in the state, compared with one mile for every 1,322 in New York state; 425 in Ohio, 498 in Michigan, 578 in Illinois, 429 in Missouri, 483 in California and 442 in the United States as a whole. Iowa also has

The boy who everybody said was going to the dogs a few years ago, now is a man who thinks other boys are going to the dogs.—*Pittsburg Chronicle Telegraph.*

No Reflection on Patrick

Patrick arrived much the worse for wear. One eye was closed, his nose broken and his face looked as though it had been stung by bees.

"Glory be!" exclaimed his wife.

"Thot Dutchman Schwartzheimer—'twas him," explained Patrick.

"Shame on you," exploded his wife, without sympathy. "A big shapalpeen the loikes o' you to get late up by a little omadoun of a Dutchman the size of him! Why—"

"Whist, Norah," said Patrick, "don't spake desrespectfully of the dead."—*CLIPPED.*

Monkeys Plunder Trains

Harold T. Wilkins, a contributor to the *Popular Mechanics Magazine*, tells of how monkeys molest the railroads of Central Africa and South America. It is not an uncommon thing for them to swoop down from trees in large numbers and plunder trains passing through the forests. As might be expected, the objective is the cars containing fruits and nuts and the damage resulting from their raids often mounts into sums of considerable size.

Pullmans To Have Roller Bearings

The Pullman Company is equipping new sleeping cars to the value of \$2,000,000 with roller bearings, as an experiment. The first of these cars will go to the Chicago, Milwaukee & St. Paul Railway which recently discontinued its policy of building and operating its own sleeping cars. That much of the noise and annoyance experienced by passengers due to the present type of cars will be done away with, it is expected, as a result of this experiment.

Doing Wonderful Work

Fire prevention crews on the Pennsylvania railroad, in 1925, put out 290 fires, on property valued at \$25,000,000. The loss was less than one-sixteenth of one per cent of the insurance value of the property endangered. Locomotives equipped with fire fighting apparatus put out eleven fires, in which damage amounted to \$394.

Life is for most of us a continuous process of getting used to things we hadn't expected.—*Roston Transcript.*

If Only Kindness Ruled

By LOUELA C. POOLE



IF each of us would try to do
Some kind and thoughtful act each day
Just step aside to do in love
One deed out of the common way.

To say some word of cheer, perhaps,
Or honest praise to those that live
Oppressed by doubt; some message write
That might fresh inspiration give.

To flagging spirits weak and spent;
E'en to the humblest and the least
Of all God's creatures minister
In tenderness — or man or beast.

Oh, what a different place would be
This world of ours! How great the sum
Of joy 'twould know, could kindness
Mere habit in this way become.